

Message Text

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47

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

 DOTE-00 INR-07 NSAE-00 CIEP-01 FAA-00 L-03 TRSE-00

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P R 131622Z AUG 76

FM AMEMBASSY PARIS

TO SECSTATE WASHDC PRIORITY 3968

INFO FAA BRUSSELS

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E.O. 11652: N/A

TAGS: EAIR, BEXP, FR, US

SUBJ:CIVAIR: AIRBUS SALES

REF: STATE 191698

1. AIRBUS INDUSTRIE ANNOUNCED IN PRESS RELEASE DATED JULY 7 RECEIPT OF FAA CERTIFICATION FOR B2K AND B4 VERSIONS OF A-300 AIRBUS. FAA BRUSSELS INFORMS US THAT B2K AND B4 VERSIONS INCORPORATE ONLY MINOR VARIATIONS OF ORIGINAL B2 VERSION OF AIRBUS INITIALLY CERTIFICATED BY FAA. ABOVE REFERS, OF COURSE, TO TYPE CERTIFICATION.

2. AS TO WHETHER, AS INDICATED REFTTEL, TYPE CERTIFICATION WAS OBTAINED "FOR US IMPORT", WE NOTE THAT ABOVE-MENTIONED AIRBUS INDUSTRIE PRESS RELEASE STATES: "THE ISSUE OF THIS CERTIFICATE BY THE FAA OPENS THE WAY FOR THE INTRODUCTION OF THE A300-B4 INTO SERVICE IN THE UNITED STATES". B4 IS LONGER RANGE VERSION OF AIRBUS AND IS ALSO DESIGNED OPERATE FROM AIRPORTS IN LOCALITIES HAVING HIGH ALTITUDES AND HIGH TEMPERATURE. PRESS RELEASE NOTES B4 WOULD BE SUITABLE FOR NEW YORK-SAN FRANCISCO ROUTE IN US OR FOR MAJOR ROUTES TO SUCH POINTS AS DENVER, COLORADO SPRINGS OR MEXICO CITY. B2K VERSION, WHICH PRESS

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RELEASE SAYS WAS DEVELOPED SPECIFICALLY FOR CARRIERS SUCH

AS SOUTH AFRICAN AIRWAYS, COMBINES B2 SHORTER RANGE
VERSION WITH MORE ADVANCED HIGH-LIFT DESIGN FEATURES OF
THE B4.

3. DEPT. WILL RECALL WE HAD HEARD IN LATE JUNE (PARA. 8
PARIS 18944) THAT PANAM AS WELL AS US DOMESTIC CARRIER
MIGHT BE INTERESTED IN PURCHASING AIRBUS. WE UNDERSTAND
THAT PANAM WAS TOYING WITH THE THOUGHT OF OPERATING AIR-
BUS ON ITS BERLIN-FRANKFURT ROUTE, THOUGH THE IDEA, IF IT
WAS EVER MORE THAN THAT, NOW SEEMS TO HAVE BEEN ABANDONED.
THE U.S. DOMESTIC CARRIER IN QUESTION, WE UNDERSTAND,
WOULD BE UNITED AIRLINES. WE HAVE NO WAY OF READILY
CHECKING OUT THIS REPORT FURTHER AT THIS TIME. FAA BRUS-
SELS TELLS US THAT ON OCCASION B4 AND B2K CERTIFICATION
AIRBUS INDUSTRIE OFFICIALS MENTIONED IN GENERAL TERMS TO
FAA REPS THAT THEY HAD BEEN TALKING TO US CARRIERS BUT
THEY OFFERED NO DETAILS.

4. AS NOTED PARIS 18944, FRENCH AND AIRBUS INDUSTRIE
HAVE LONG BEEN TRYING TO PENETRATE US MARKET. US CERTI-
FICATION OF AIRBUS IS CONDITION PRECEDENT FOR ITS PUR-
CHASE OR OPERATION BY A US CARRIER. B2K AND B4 CERTIFI-
CATIONS TO WHICH REFTEL IS ADDRESSED ARE THUS NOT NECES-
SARILY LINKED IN TIME WITH A POSSIBLE IMMINENT SALE OF
AIRBUS TO A US CARRIER, THOUGH OF COURSE THIS COULD BE
THE CASE, WHILE CONTINUED SALES PROMOTION EFFORTS IN US
BY AIRBUS INDUSTRIE WOULD BE GREATLY INHIBITED SO LONG AS
US CERTIFICATION WAS NOT FORTHCOMING.

5. THIS MESSAGE HAS BEEN COORDINATED WITH FAA BRUSSELS.
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Message Attributes

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